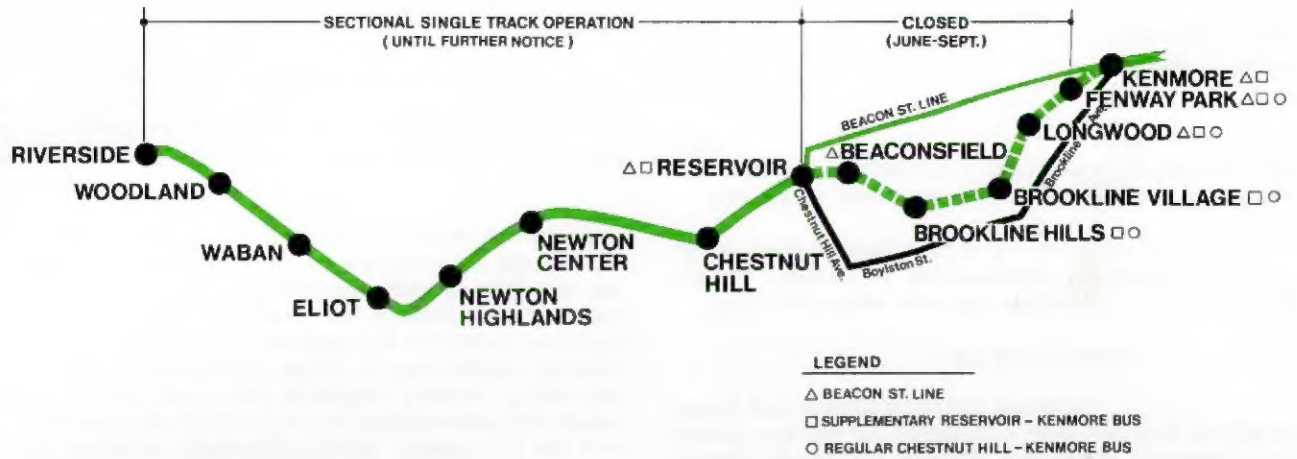


GREEN LINE IMPROVEMENTS PROGRAM

RIVERSIDE LINE — RECONSTRUCTION SCHEDULE



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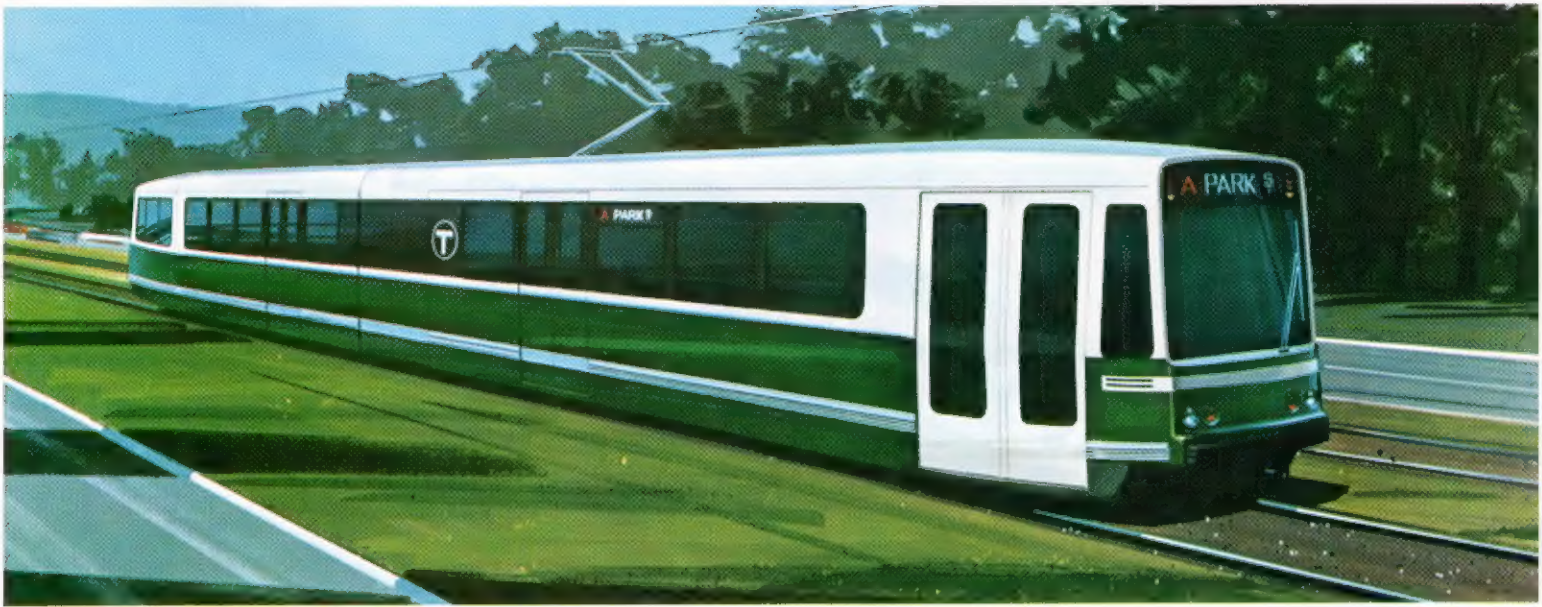
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WHAT'S GOING ON HERE, ANYWAY ?

Third in a Series



Dear Rider:

Reconstruction of the MBTA's Riverside Line in preparation for the arrival of the new, faster, and more comfortable surface-subway cars (Light Rail Vehicles) in 1975 and 1976 is continuing. The work includes removing the tracks, rebuilding the roadbed, installing new all-welded rail, providing drainage facilities and power, and erecting fencing.

Between Riverside and Reservoir Stations, reconstruction is underway with streetcars continuing to operate on selected sections of single track over portions of the line.

THIRD SECTION

Reconstruction of the third area between Reservoir and Fenway Park Stations - is scheduled to start in early June and be completed in early September (the Summer months when riding is lightest).

Starting June 8, this section will be closed to service and the Riverside streetcars will be routed over a connecting track between Reservoir Station (Cleveland Circle) and the Beacon Street Line.

For the many passengers traveling to and from Brookline Village, a new bus route is being established between Reservoir and Kenmore Stations, via Chestnut Hill Avenue, Boylston Street and Brookline Avenue. The buses and streetcars are scheduled to make connections at Reservoir (Cleveland Circle). Service on the new route will supplement the regular Chestnut Hill-Kenmore bus service operating on Boylston Street and Brookline Avenue. Either the supplementary Reservoir-Kenmore service or the regular Chestnut Hill-Kenmore service will also be available to passengers normally using the Brookline Hills, Longwood, and Fenway Park Stations. Users of the Longwood and Fenway Park Stations also have the option of walking a short distance to streetcars on the Beacon Street Line, which will also serve passengers who use the Beaconsfield Station.

Timetables for the streetcar service between Riverside and North Stations, via the Beacon Street Line, and for the supplementary bus service between Reservoir and Kenmore Stations, will be available about June 3 and thereafter at Riverside, Reservoir, Kenmore, Park Street, and North Stations.

Other work scheduled for this year includes improvements at the various stations, such as, new shelters, resurfaced platforms, additional lighting and directional signs, and landscaping.

FEDERALLY-AIDED PROGRAMS

Reconstruction of the Riverside Line, built 16 years ago on the right-of-way of the former New York Central Railroad's Highland Branch, is part of the MBTA's \$38.1 million Green Line System Improvements Program. Other projects in the Program include upgrading the roadbed, track, and clearances in the Central Subway that serves as the distributor for the Red, Orange, and Blue Lines in Downtown Boston and the Back Bay; modernizing power distribution facilities; improving communications systems, and constructing improved maintenance facilities at Reservoir and Riverside. Two-thirds of the cost, or \$25.4 million, is being financed by a capital facilities grant from the Urban Mass Transportation Administration (UMTA), U.S. Department of Transportation.

UMTA has also awarded a two-thirds grant of \$32.8 million toward the purchase of 150 of the new Light Rail Vehicles from Boeing Vertol Company, Philadelphia, and has been asked for assistance in purchasing 25 more. The design and specifications of the new cars were developed by UMTA, the MBTA, and San Francisco Municipal Railway and have been adopted by UMTA as the national standard for new streetcars.

Features of the Light Rail Vehicles include: Improved riding comfort with air-conditioning in Summer and reliable heat in Winter, fluorescent lighting, and tinted windows; greater speeds; smooth starting and stopping; a public address system and two-way radios, and reduced noise and vibration.

CAR DELIVERIES

Three prototype cars are scheduled to arrive for testing next Spring. Delivery of the remainder is scheduled to start in the Fall of 1975 and be completed in the late Summer of 1976.

The MBTA appreciates your patience and understanding, as well as your continued patronage during reconstruction of your Riverside Line.

Joseph C. Kelly
General Manager